

NO SHORTAGE OF METAL FOR WORK IN STUTZ PLANT

Despite the fact that metal supplies in the nation are running below normal, the von Hamm-Young Company, distributors of the Stutz car, are gaining much comfort from the fact that their factory has been foresighted enough to anticipate an entire season's business ahead of 1918.

Word to this effect has been received from the Stutz factory by the local dealers who, during the past week, have been informed that their order for a big per cent increase over that of last year would be recognized.

We asked the Stutz factory if they could take care of three times the business we did last season, said one of the managers of the local concern yesterday, "and they told us that we could safely figure on twice the number of cars, and that, unless the unusual demand exceeded in other parts of the country, we might figure on three times our last season's allotment."

Expect Big Year
"It is almost impossible to be truthful," he continued, "and still not appear to impose upon the credulity of the automobile buying public, but we never have seen a season start off with such wonderful enthusiasm as the season that is before us."

"Don't worry about our getting materials," is the word they sent us. "We have made every arrangement for materials. Proceed taking orders. We will do our best to take care of them all."

LIFE OF SUPPLY MAN A SAD ONE

The next time you drive up to a supply station to buy five gallons of gasoline do not go away feeling that the life of the man in charge is all one of roses. He has his troubles, too, and here are a few of them, as told to the automobile editor of the Star-Bulletin.

Women, whose husbands buy gasoline in fifty gallon lots, and save 2 cents a gallon thereby, think nothing of asking the supply man to see that "all of the tires have plenty of air, and the radiator is filled with water." The supply man obligingly does as requested, but he is so hot under the collar that he doesn't dare to go near the gas tank until he cools off.

A young woman, just learning to drive, asks if she will have to put any more air in the tires before she gets home. She is told that barring punctures and blowouts, the supply will not have to be replenished for at least a day or two.

Such is Life
Some motorists ask the advice of the supply man, and after getting it they proceed to ignore his judgment. Then there's the fellow who comes into the station at thirty miles an hour, fails to stop his machine, and takes out a corner of the building. He expects the station man to pay for the damage to his car.

Also the man who tells you that he only gets fifteen miles to the gallon on the kind of gasoline you sell, but another brand gives him twenty. He merely trades with you because he hasn't got enough on hand to take him to his favorite station.

NOW'S THE TIME

Here's the answer to a question put to the automobile editor of the Star-Bulletin the other day by a man who wanted to know "Why be a member" of the Honolulu Auto Club when he couldn't see that it got him anything:

Because you want good roads.

Because touring information is available.

Because you don't want to pay higher license fees.

Because you may appreciate legal advice in the future.

Because you want fair and just laws.

Because you like good city motor ordinances.

Because you believe in abolishing death traps.

Because the club emblem brings good luck.

Because every motorist is doing it now.

Automobile Is Not a Luxury But Necessity, Claim Local Dealers

HONOLULU'S automobile row is up in arms! Following the publication of an article Wednesday in which J. F. Child, federal food commissioner, expressed his belief that "Automobiles which are used solely as pleasure cars may be included in the commodities which the federal government considers not essential to the war's conduct, or to the necessities of the people, and after November 1 may not be transported in freight cars," there was much heated discussion along the row on the possibility of the stoppage of further shipments of motor-cars to these islands. The dealers were unanimous in the opinion that the passenger-carrying motor-car is not a luxury, but an absolute necessity, and that it would be a mistake on the part of the government to withhold this necessity from the public.

Further consternation among the automobile dealers in the city was prevalent last night when the rumor spread that an embargo had actually been declared by the federal shipping board on automobiles to Honolulu.

Salesmanagers of the four leading motor dealers' concerns in Honolulu were interviewed on the subject and their remarks follow:

PURELY PLEASURE AUTO DOES NOT EVEN EXIST

By J. K. McALPINE of the Schuman Carriage Co.

"NOWADAYS there is no such animal as a pleasure car!" "Referring to the article which appeared in the Star-Bulletin a few days ago in which J. F. Child, federal food commissioner, remarked that he believed the government would prohibit the shipment of automobiles used for pleasure so that the space occupied could be filled by more essential commodities, I want to say that it is impossible to class the automobile in the list of commodities 'not needed,' inasmuch as the very fiber of our national existence depends upon rapid transportation."

"The term 'pleasure car' was abandoned by manufacturers and dealers more than a year ago, and 'passenger-carrying cars,' to which Mr. Child evidently refers, are no longer considered luxuries, but absolute necessities."

"I believe that it will be impossible to draw a line between an automobile for business and the automobile for pleasure if the government is to stop shipment on so-called 'pleasure cars.' The automobile owner uses his car six days a week either in direct pursuit of his business or as a means of quickly transporting himself and others to and from that place of business. The fact that he may take his family out on a Sunday is not a pleasure trip, but a necessary recreation in order to 'keep fit' for his work. At this time of national economy it might be well to curtail joy-riding, but the idea of classing all passenger-carrying cars as 'pleasure cars' is antediluvian. One might as well say that it is a pleasure to have telephones or telegraph as to say that a passenger automobile is a pleasure car."

MOTOR CARS POSITIVE NECESSITY NOWADAYS

By E. E. BODGE of the von Hamm-Young Co.

"YEARS ago when motor cars were first invented they were great curiosities, and a ride in one of the horseless carriages was indeed considered a pleasure, even if the passengers did have to finish their journey by walking after the machine had gone its limit or had broken down before its real limit had been reached."

"Today the highly perfected motor car is the most reliable means of transportation and is now classed as an absolute necessity. This classification has become so general that automobiles are now termed 'passenger cars.'"

"For the manufacturers of today are striving to make their machines so reliable and efficient that even the most skeptical prospective purchaser must be convinced by practical demonstrations that the traveler of today cannot cover the desired amount of territory in a satisfactory manner unless he makes use of the motor car."

"Every motor car today, exclusive of the racing cars, is a bona fide commercial vehicle manufactured exclusively to carry passengers and freight, and any restriction as to their manufacture or delivery would be a serious menace to our country and a very great setback to the gigantic war preparations which our country is now undertaking."

FIRST SEDAN SOLD
The first Hudson Sedan car to appear on the island of Oahu was sold this week by the sales force of the Schuman Carriage Co. It is a handsome car and ideal for winter use. It was purchased by a local motorist.

Retiring directors were re-elected at the annual meeting of stockholders of the Union Pacific Railroad, held in Salt Lake.

PASSENGER MACHINES SPEED UP BUSINESS

By J. H. HERTSCHE of Ables-Hertschs Co.

"THE pleasure car is a thing of the past. Food Commissioner J. F. Child in an interview published in Wednesday's paper intimates that automobiles used as pleasure cars may be included in the commodities which the federal government will refuse to ship in freight cars. Well and good! Let the government stop the shipment of pleasure cars, but that should not mean a stoppage of the shipment of passenger-carrying cars."

No man buys a motor car these days for pleasure. His idea behind the purchase is to get a vehicle which will carry him to and from his work and also about town while on his business. For six days he uses it as a business car and then perhaps on the seventh he takes an outing. Would you call that outing pleasure? No, absolutely not! It is a needed recreation which enables him to work the better during the week to come.

And in these days when the war has speeded up business to the highest degree an automobile is absolutely necessary to the businessman to enable him to transmit his work. Take his car away from him and the result will be a general slowing up of business and remember the government has asked all the businessmen to keep their offices and plants going at top speed during the war. Then why call a passenger-carrying automobile a pleasure car. There are no pleasure cars and it is to be hoped that government officials do not make the mistake of classing passenger-carrying cars as pleasure cars and forbidding the further shipping of these necessities."

EMBARGO WOULD HURT BUSINESS PROGRESS

By FRANK COOMBS of Coombs Auto Shop

"J. F. CHILD, federal food commissioner, has declared that he believes automobiles used solely as pleasure cars will be included in the list of commodities which the federal government considers not essential to war's conduct or to the necessities of the people. These commodities will be denied shipment on freight cars and ships, as I understand it."

"Could Mr. Child have been referring to all automobiles, except trucks and freight carriers, when he made the statement? From the wording of it, the inference is that only freight carriers and trucks will be exempt from the embargo. The pleasure car, referred to by Mr. Child, must mean the touring car and runabout."

"If that is the case, and the government is about to stop shipment of touring cars and runabouts, the government is going to incapacitate business. For the so-called pleasure car is not a pleasure car at all but a real business car and as necessary and essential to the average businessman as pencils, blotters, typewriters and dictaphones."

"Five years ago or even three years ago, a businessman could carry on his work without an automobile, and if he had an automobile he used it for outings on the week-ends and evening drives. But since then business of all kinds has speeded up, due to the war, and everybody is going at top speed. The average businessman does two days' work in one now, because he has to in order to keep up with the pace. And how does he do it? By using every modern convenience possible for rapid transactions and the convenience which has become a necessity to business is the automobile. The pleasure car of three years ago has now become a business car. In fact the car used

MOTOR CAR MEN LOOK FOR NEW MARK IN 1918

(Continued from page 1)

cent greater than last year. The war department is about to order 15,000 army trucks in addition to several thousand already under contract. Business houses all over the country are now rushing orders for vehicles so as to protect themselves against freight and express embargoes and delays."

"It is a fact that the automobile industry will be called upon to manufacture the Liberty war motor and the various parts for aeroplanes. This will be in addition to the heavy demand from the government for utility automobiles and trucks."

Order Now
Intending purchasers of motor cars, both passenger and utility, on these islands may experience considerable difficulty during the next few months in securing delivery unless their orders are placed immediately, is the prevailing opinion in local automobile circles.

The shortage of machines at the factories and the possible freight embargo owing to the war necessarily will no doubt cause a delay in delivery. These two facts coupled with the big demand for motor cars in every part of the world is prompting many Hawaiians to order their automobiles now.

MECHANICS TO STUDY MUSIC

(Continued from page 1)

"Besides that it's a diversion for the boys," said Mr. Coombs, "and they enjoy it. Who doesn't like a little music with a meal? The average motorist who has an ear for music will also find that it helps him to tell when his car is running smooth and when the hum is broken. For you know a lot of growing engine troubles escape the ear of a man who is not musical. Were he trained to music he would never fail to catch the small jarring note in the purr which means that something is out of key. Of course there are some mechanics who can never learn to be engine testers, and as a rule you'll find that they have little or no ear for music, and by music I don't mean only ragtime, but classical music."

At any rate Mr. Coombs' idea is aiding his staff to enjoy themselves during their lunch hour, and since he himself has had years of experience in the automobile repair game he should know whereof he speaks.

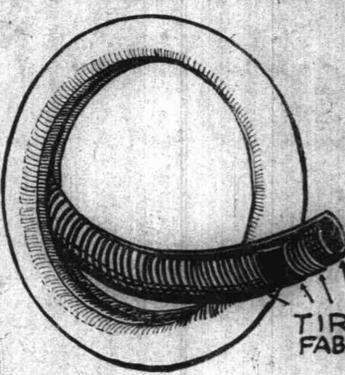
OF INTEREST TO WIVES OF AUTOISTS

RAINCOATS are more like smart topcoats than ever this autumn and are quite as varied in color and mode. Perhaps a shade newer than any others are those of Zambrene. The material is a diagonal wale cloth, waterproofed and trimmed with contrasting satin, also waterproofed. The tans of different shades are particularly pretty. One with navy blue trimming, piped with white, has deep cuffs, collars and a trimming at the bottom of piped wide folds. The lining matches the trimming. Stitched hats to match are made to order. Scotch plaid silk coats are very good looking and effective for the purpose, as are the other waterproofed silk and satin materials. All follow the full raglan models with and without belts.

FULL length suede raglans lined with foulard silks are self trimmed and the buttons are covered to match. Those in green, blue, tan, mulberry and brown are the prettiest. Hats to match are trimmed with bands

solely as pleasure has vanished from the earth. "If the government stops shipments on passenger-carrying cars, and that's what Mr. Child must mean because there are no pleasure cars now, then business will be seriously hampered including vital and necessary war business which the placing of this embargo is supposed to aid."

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Main Store: Alakea and Merchant Sts.

Service Station Branch: King St., opp. Library.

one and one-half inches wide, of gros-grain ribbon with stiff tailored bows in front. Short leather Norfolk jackets without pleats are to be worn extensively for touring, also with hats to match, and come in the tans, gray and a good shade of deep maroon.

FURS obtrude themselves upon the shoppers' notice even though it is early in the season to consider their possibilities. A full length, belted coat of Nutria fur has deep cuffs on the bell sleeves, and a high convertible collar of skunk. The sleeves have

windshields of the silk, and do nicely for a muff. The lining is of brown, pussywillow silk with a pink floral design over it and is finished with a soft puff all around the edge. The new fur capes fall below the waist line and have loops to button over so that they form a semi-sleeve which makes them more practical for motor wear. The large saddle muffs and wide stoles are best for touring.

STANLEY STEAMER SOLD
The Royal Hawaiian Garage report-

ed the sale this week of a new Stanley steamer to H. G. Boswell of Waiakoa. More cars of this make are on their way here from the shops on the mainland and there is also a shipment of Coles, Reos and Saxons expected.

CONVICTS WORK ON ROAD
SALT LAKE CITY, Oct. 16.—Convict labor is being used in the construction of two miles of Lincoln Highway in Salt Lake City. The work will take about sixty days to complete and will cost \$25,000.

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- ABLES-HERTSCHKE CO. (Branch) Merchant and Bishop Sts.
- CASTNER GARAGE Castner, Oahu
- HALEIWA GARAGE Waiakoa, Oahu
- HILO AUTO CO., LTD. Hilo, Hawaii
- HONOLULU AUTO SUPPLY CO. Smith and Beretania
- M'BRYDE STORE Eleele, Kauai
- PAIA STORE Paia, Maui
- RE-TIRE AND SUPPLY CO. 1182 Nuuanu St.
- R. TANAKA 1266 Fort St.
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